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City of Rolling Hills

GENERAL PLAN



Rolling Hills. [City council]
City planning Rolling Hills

JUNE 11, 1973



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CITY OF
ROLLING HILLS
CITY COUNCIL

Ben L. "Ted" Bear, Jr.	Mayor
Philip M. Battaglia	Mayor Pro Tem
Thomas F. Heinsheimer	Councilman
Frederick W. Hesse, Jr.	Councilman
Edward L. Pearson	Councilman

PLANNING COMMISSION

Godfrey Pernell	Chairman
Joan Saffo	Chairman Pro Tem
William Field	Commissioner
James Johnston	Commissioner
Sidney Morse	Commissioner

Teena Clifton	City Manager
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William Kinley	City Attorney
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THE COMMUNITY

The City of Rolling Hills is a beautiful mountain town with deep canyons and rolling hills faced with miles of white trails and white rail fences. The community is characterized by

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THE COMMUNITY

The City of Rolling Hills is a beautiful wooded area with deep canyons and rolling hills laced with miles of bridle trails and white rail fences. The community is characterized by one-story rambling ranch style homes.

From its inception in 1936 Rolling Hills has been guided by deed restrictions established by the original developer. With the incorporation of the area in January, 1957, the responsibility of governmental activities has been assumed by a Council-Manager system. Through the Rolling Hills Community Association's Board of Directors and Architectural Committee, adherence to the community's original concept has been maintained. The City and the Association work in concert for the betterment of the community.

HISTORY

In the year 1542, Juan Rodriguez Cabrillo sailed into San Pedro Bay. Seeing the many fires from the Gabrielino Indian villages on the peninsula he named the harbor Bahia de los Humos, or Bay of Smoke. He sailed along the coastline of the beautiful Palos Verdes Peninsula claiming it for the King of Spain.

Between 1784 and 1825 a bitter struggle took place between two of early California's most illustrious families for the land that is the Peninsula - the families of the great Spanish soldiers, Juan Jose Dominguez and Don Dolores Sepulveda. The land dispute was finally settled by the Arbitration Degree ordered by Governor Jose Figueroa in 1834 giving the 32,000 acres of the peninsula to the Sepulveda family, and Rancho Los Palos Verdes was born.

The days on the early Ranchos were colorful and exciting and the sheltered coves of the peninsula were frequented by "hide ships" which smuggled hides from the California coast.

The first major plan for development of the Peninsula came from Frank A. Vanderlip, a New York financier. He ordered

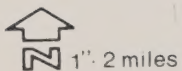
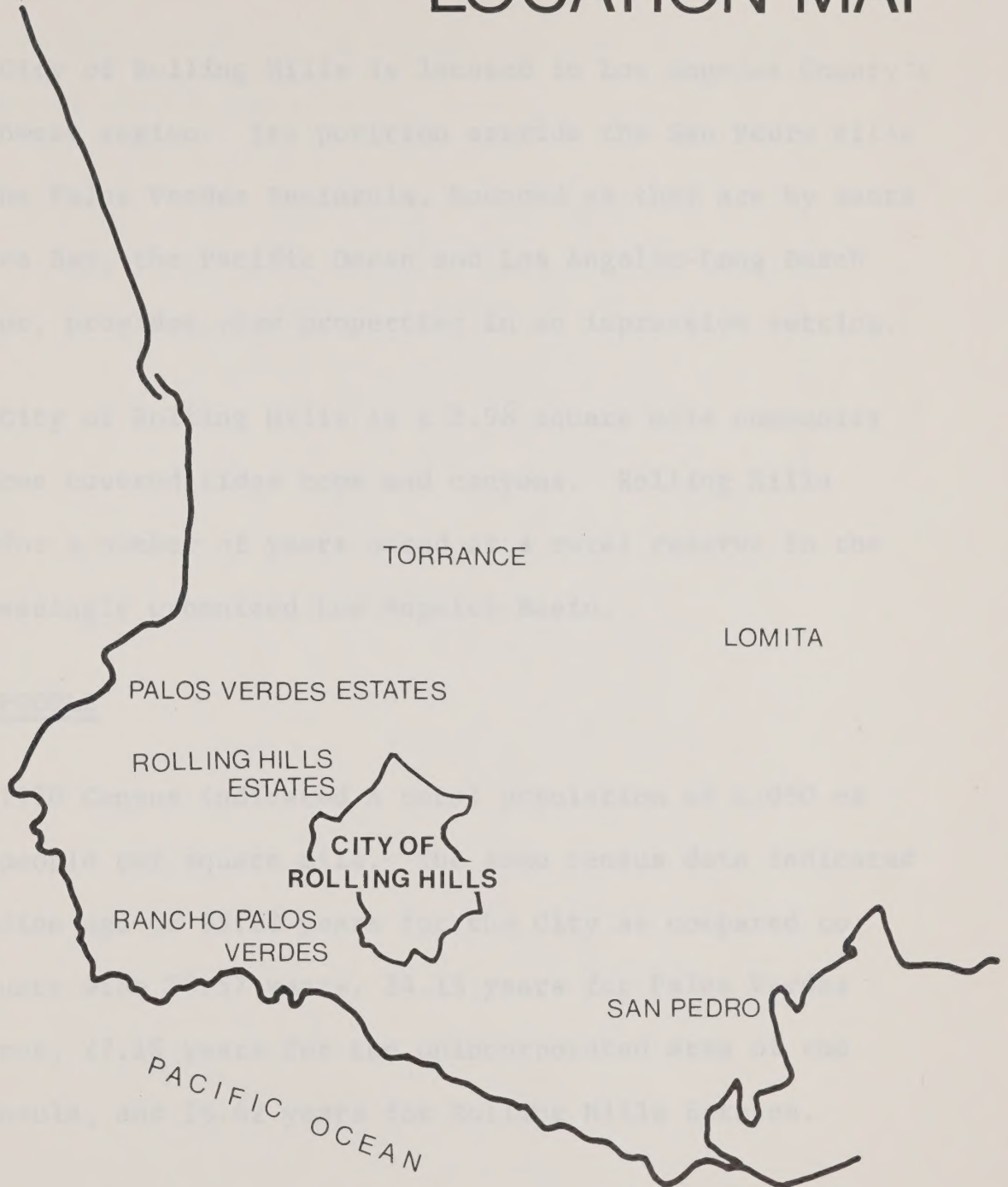
extensive engineering survey work. A wide highway was planned to follow the beautiful shoreline, and one hundred miles of roads were laid out to accommodate the three "model villages" that were projected. Business areas were located for the convenience of the residents they were to serve. It was an exciting plan but World War I ended the dream.

In November 1925 Frank Vanderlip formed Palos Verdes Corporation to handle the remaining acreage of his original real estate holdings. In 1936 the first land division of what was to become the City of Rolling Hills was offered for sale, a development close to the original plan envisioned by Mr. Vanderlip for the peninsula.

GOALS

1. Preserve the rural character of the City by maintaining the one and two acre building site requirements.
2. Preserve the vistas provided by the City's location by continuing the one story height requirements.
3. Maintain the scenic quality of the City through a strict enforcement of the City's limitations on grading.
4. Conserve the City's function as a watershed and provide for erosion control through a program of planting for the City's canyons and ridge tops.
5. Protect the City's residents from geologic hazards and unstable soil conditions by continuing to require geologic and soils reports for all divisions of land.
6. Work with other jurisdictions in the peninsula to regulate land uses which would detract from general air and water quality.
7. Maintain and improve the system of hiking and bridle trails lining virtually every property in the community.
8. Continue the City's program of acquisition and development of strategically located high-interest recreation centers to augment the natural recreational qualities provided by the substantial minimum lot sizes.

LOCATION MAP



SITUATION

The City of Rolling Hills is located in Los Angeles County's southwest region. Its position astride the San Pedro Hills on the Palos Verdes Peninsula, bounded as they are by Santa Monica Bay, the Pacific Ocean and Los Angeles-Long Beach Harbor, provides view properties in an impressive setting.

The City of Rolling Hills is a 2.98 square mile community of tree covered ridge tops and canyons. Rolling Hills has for a number of years acted as a rural reserve in the increasingly urbanized Los Angeles Basin.

THE PEOPLE

The 1970 Census indicated a total population of 2,050 or 695 people per square mile. The same census data indicated a median age of 35.28 years for the City as compared to a County wide 29.57 years, 34.13 years for Palos Verdes Estates, 27.18 years for the unincorporated area of the peninsula, and 26.62 years for Rolling Hills Estates.

Rolling Hills' mature profile, as compared to surrounding communities, can be attributed in part to a relatively

modest decline in its population over 55 and the substantial investment in a home required of a family to locate within the city.

LAND USE ELEMENT

LAND USE ELEMENT

The City of Rolling Hills is an exclusively residential community of rural suburban sized parcels of land. This land use pattern was set with the original land division of what now is the City stated in the original Master Plan for the Peninsula, controlled by covenants and restrictions, and re-stated in the City's incorporation.

Although there is still the potential for land divisions, especially in the largely undeveloped area west of Portuguese Bend Road, the land use objectives of the community seem well established, and any deterioration of existing land use patterns could only adversely affect present uses.

The General Plan Land Use Map reflects and reinforces the community's commitment to "Rural-Suburban" one unit per acre, and one unit per two acres, with only necessary supporting uses breaking the pattern.

The City will continue its opposition to overdevelopment or over-utilization of land in the surrounding jurisdictions.

RESIDENTIAL

Single family residential uses represent the only major land use in the City of Rolling Hills. There are 713 parcels of privately owned land in the City on which 600 private homes have been constructed.

PUBLIC FACILITIES

Public facilities owned by the City of Rolling Hills provide amply for the needs of the community in the foreseeable future. The Rolling Hills Administrative Building complex houses the offices of the City of Rolling Hills, and by lease arrangement the offices of the Rolling Hills Community Association. This facility was completed in 1967.

A newly completed City Maintenance Building will accommodate considerable expansion from the present level required. Newly constructed and future planned recreation facilities will require large maintenance storage.

Additional public buildings are owned by the Los Angeles County Fire Protection District and the Palos Verdes

PUBLIC FACILITIES

Peninsula Unified School District. A Fire Station consisting of an engine company and rescue units is adequate as the County Fire Department has a multiple engine company within one mile of Rolling Hills. This service is provided as a separate taxing district.

Two water tanks owned by the Palos Verdes Water Company are located on property contiguous with the eastern City boundary. Access to the property is taken through Rolling Hills. One of these tanks has the largest capacity of any underground steel tank in the world.

Also located on the water company property are several antenna towers serving the Los Angeles County Flood Control District and the Los Angeles County Sheriff's Department and the Los Angeles Police Department.

A major radar site installation is also contiguous to the City's eastern boundary and is operated by the United States Air Force with logistical United States Army support.

The City owns and operates three tennis courts near the Administration Building complex.

There is also a City-owned equestrian park area with a large riding ring.

EDUCATIONAL FACILITIES

La Cresta Elementary School, Palos Verdes Peninsula Unified School District Administration Center, and the District Maintenance Offices are also in Rolling Hills. The Administration Center and Maintenance Offices serve the entire Palos Verdes Peninsula area. La Cresta Elementary School serves Rolling Hills at present population levels and is considered by the community to be an essential part of the school system.

The City of Rolling Hills is served by the Palos Verdes Library District and the Main Library is one-and-a-half miles from the City's west boundary.

STANDARDS OF POPULATION DENSITY AND BUILDING INTENSITY

When the entire City has been developed to the limits of the allowable residential density, a theoretical saturation

population of 3,900 is projected. It is the policy and plan of the City that its present limits on residential density be maintained and strengthened, and that the long term saturation population of 3,900 not be exceeded.

AREAS SUBJECT TO FLOODING

There are no major water courses within the City of Rolling Hills. There is an ongoing program to resolve localized erosion and drainage problems.

SOLID AND LIQUID WASTE DISPOSAL FACILITIES

All private homes in the City are served by their own underground waste disposal systems (cess pools, septic tanks, etc.) eliminating the need for a City wide sewage system at projected population levels.

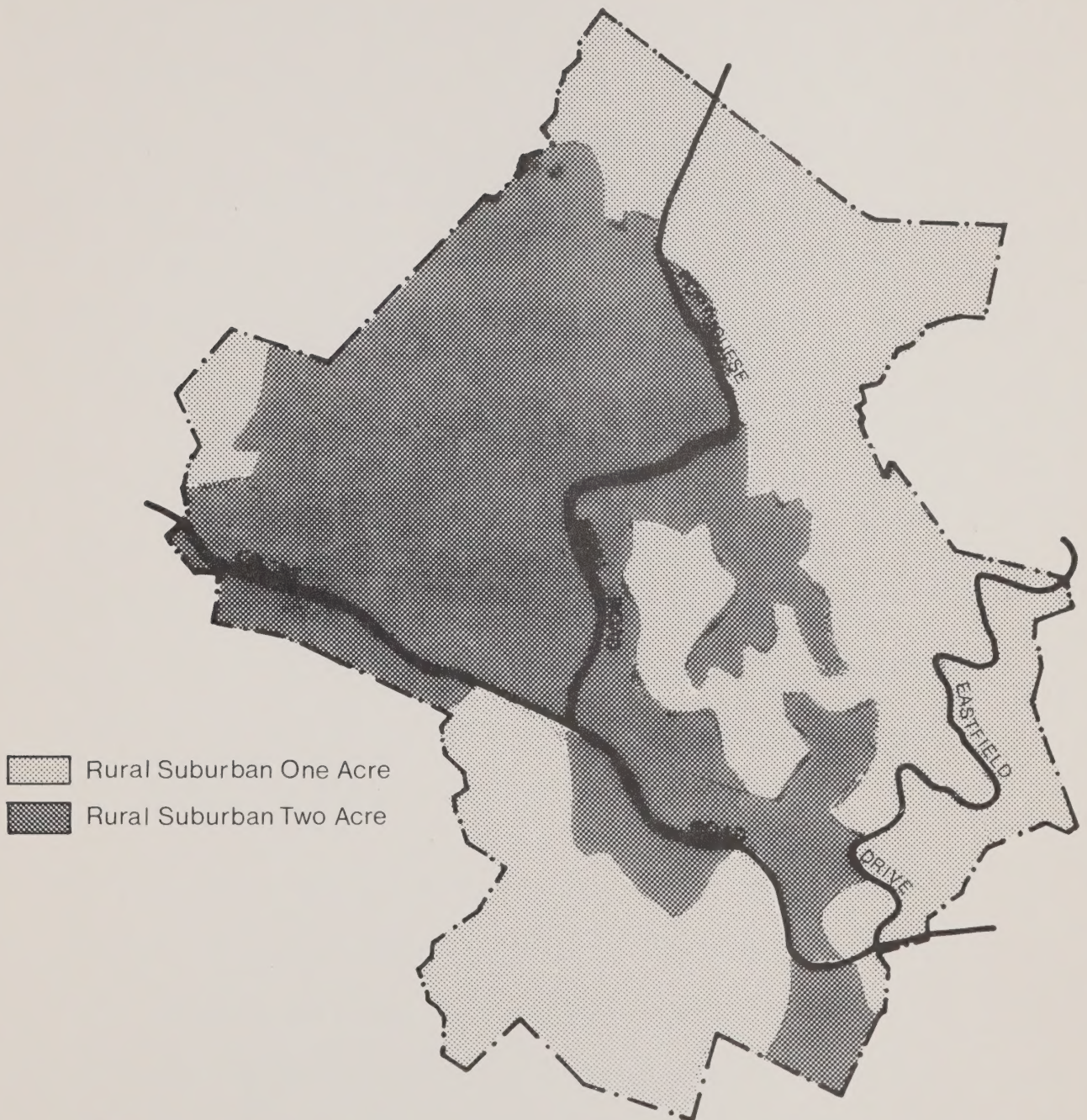
NATURAL RESOURCES

There is no commercialization of natural resources in the City. Mining and oil drilling are specifically prohibited.

OTHER LAND USES

There are no multiple, residential, commercial or

LAND USE MAP



industrial intrusions into the City's single family pattern and none are planned.

CIRCULATION ELEMENT

The City has no public roads or streets. All inter-city traffic travels on private streets which are owned, maintained and improved by the Rolling Hills Community Association, a homeowners' association which has levied assessments to raise funds to maintain the private streets and roads since 1936. No gas tax funds or real property taxes are used by the City to either maintain or improve said streets and roads.

The City of Rolling Hills has no commercial or industrial centers which would necessitate a system of major highways. Its residential neighborhoods, divided by relatively steep canyons, are served by private streets providing access to adjoining neighborhoods and access in case of fire or other emergency.

The City has a strong basic collector system in the form of Portuguese Bend Road, Crest Road and Eastfield Drive, which connect the City north, south, east and west. Additional collector routes will be constructed as subdivisions occur and the need becomes apparent.

HOUSING ELEMENT

HOUSING ELEMENT

HOUSING ELEMENT

The City of Rolling Hills' age-sex profile reflects the characteristics of similar areas of substantial homes and a preferred school district. The City's heaviest concentration of population is in the late school years from 10 to 19 years. The second heaviest grouping is in the 35 to 59 year group. The under 5 year group and the 20 to 34 year group are compressed out of the classic pyramidal shape of population profiles by the character of the community.

Providing for the complete housing needs of a community of such limited size and character poses problems in that people appear to move through the city spending the decade or two of their children's school years here, and then, as their need for such substantial property diminishes, moving into other areas closer to their new interests. It is necessary to think of housing on a region-wide or at least multi-community level, rather than think in terms of providing housing within the relatively limited area of the city. Housing for young people or newly married couples is available in surrounding communities.

1970 CENSUS
TABLE I - HOUSING DATA
CITY OF ROLLING HILLS

DATA ITEM	COUNT	PERCENT
1 - UNIT STRUCTURES	566	99.6
2 or MORE UNIT STRUCTURES	2	0.4
MOBILE HOMES	0	0.0
OVER CROWDED UNITS	9	1.6
UNITS LACKING PLUMBING FACILITIES	1	0.2
UNITS LACKING KITCHEN FACILITIES	0	0.0
POPULATION IN OVERCROWDED UNITS LACKING PLUMBING FACILITIES	0	0.0
OWNER OCCUPIED DWELLING UNITS	530	93.3
RENTER OCCUPIED DWELLING UNITS	32	5.6
VACANT DWELLING UNITS	6	1.1

VALUE OF OWNER OCCUPIED UNITS

	COUNT	PERCENT
15000-19999	1	0.2
20000-24999	2	0.4
25000-34999	0	0.0
35000-49999	3	0.6
50000 +	510	98.8

MEDIAN 50001

RENT OR RENTER OCCUPIED UNITS

	COUNT	PERCENT
60-79	1	3.8
80-99	0	0.0
100-119	0	0.0
120-149	0	0.0
150-199	3	11.5
200-299	2	7.7
300 +	20	76.9

MAINTENANCE OF HOUSING

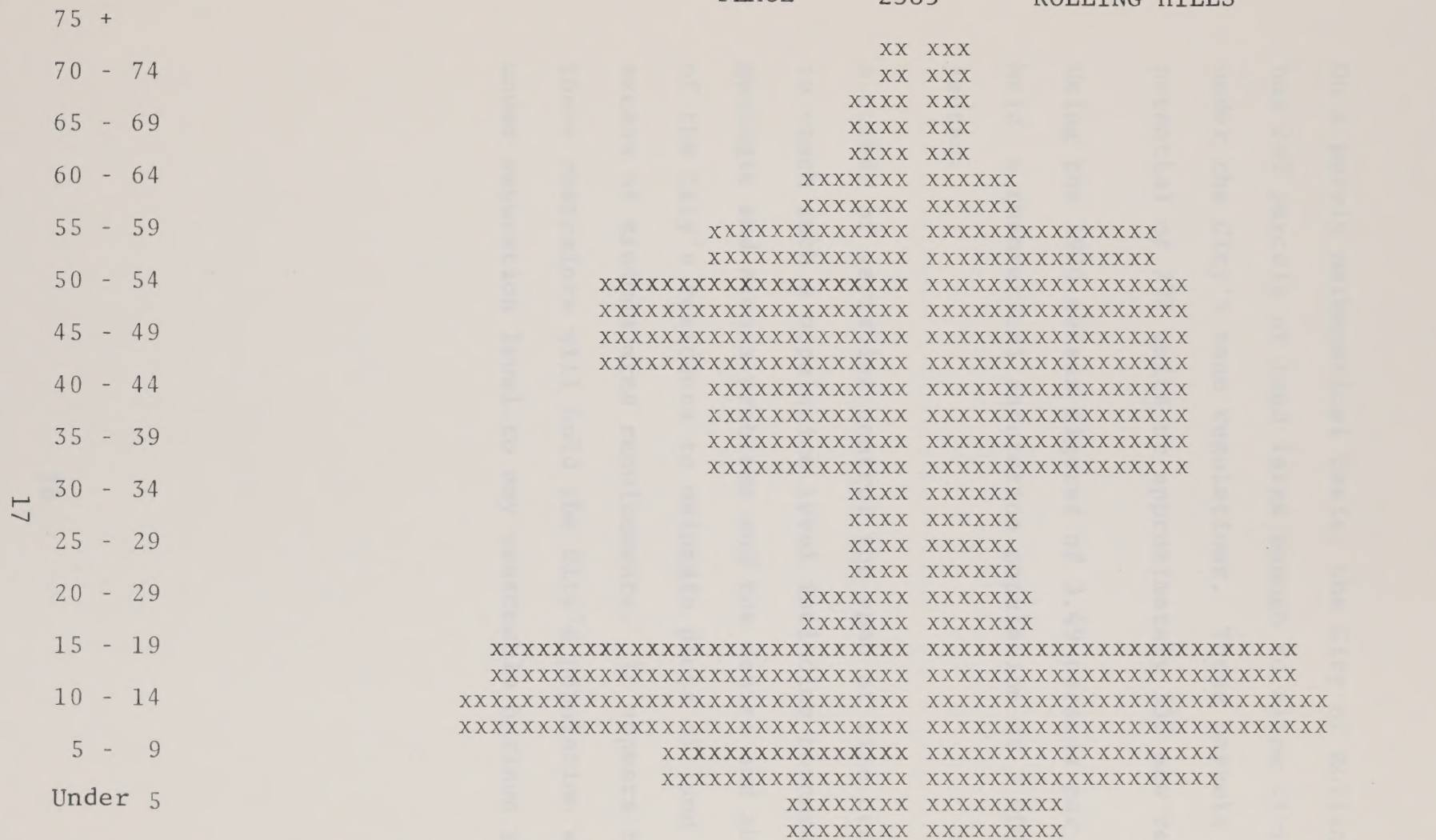
The exclusively single family nature of Rolling Hills' housing pattern is reinforced by an overwhelming incidence, 93.3 per cent, owner occupied factor. Aside from the character of the community, it is generally assumed that a low rent factor will be reflected in a high level of home maintenance.

Therefore, it is not surprising to find a minimal number of units lacking the improvements specified in the 1970 federal census.

AVAILABILITY OF HOUSING

The relatively low vacant unit count of 1.1 per cent is well below the 5 per cent figure sometimes used as the ideal to insure the best selection for persons seeking homes. In a city with 600 dwelling units, the recordation of a modest division of land will boost such a vacancy factor considerably. The number of properties in the central and western portions of the city large enough to be divided is a substantial guarantee of a continued availability of housing.

AGE-SEX PYRAMID
 PLACE 2385 - ROLLING HILLS



Percent 8 7 6 5 4 3 2 1 1 2 3 4 5 6 7 8

	Male	Total	Female
Population	1005	2050	1045
Median Age	35.43	35.28	35.10

Records Suppressed 0

On a purely mathematical basis, the City of Rolling Hills has 242 parcels of land large enough to allow division under the City's zone regulations. These parcels have a potential of 772 units or approximately 530 new residences.

Using the 1970 census figures of 3.49 persons per household, a theoretical saturation population of 3,900 is projected.

A number of variables control the span of time necessary to reach such a population level including topographic, geologic and access problems and the desire and ability of the City's residents to maintain plots of land in excess of minimum area requirements. It appears that these restraints will hold the City's population well under saturation level to any reasonable horizon year.

CONSERVATION ELEMENT

INTRODUCTION

There is a need to establish a national system of parks and monuments to preserve the natural resources of the United States. The purpose of this report is to provide information on the conservation element of the National System of Parks and Monuments.

The conservation element of the National System of Parks and Monuments is the part of the system which is responsible for the preservation of the natural resources of the United States. It is the part of the system which is responsible for the preservation of the natural resources of the United States.

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CONSERVATION ELEMENT

EROSION

The City of Rolling Hills is located in an area of marine terraces historically gullied and scoured by seasonal rains. The denuding of the area's hills by grazing and woodcutting intensified this action.

The subsequent intensive tree planting program and the more recent elimination of grazing within the limits of the City has had a substantial positive effect in slowing the gullying action, especially in reducing the number of new canyons created.

With residential development, erosion occurrence in natural drainage courses will be controlled, if necessary, by the installation of rip raps and energy dissipaters.

DRAINAGE COURSES

The drainage channels of the community are well established. The best place to control runoff is before it enters the natural channels through a system of ground cover planting, and where possible, extension of the grass cover period in livestock areas through supplemental irrigation.

MINERAL EXTRACTION

Through the Basic Deed Restrictions covering all properties in Rolling Hills no mining operations can be conducted on nor shall any minerals or mineral substance be produced or extracted from any property. The Zoning Ordinance of the City of Rolling Hills further prohibits such commercial activity.

VEGETATIVE COVER

A Landscape Committee controls the planting of parklands and road easement areas. They will continue to encourage the planting of properties with fire retardant and erosion inhibiting shrubs, ground cover and trees, and to plant for the benefit of wildlife by improving habitation conditions which guarantee their survival.

FLOOD CONTROL

The City of Rolling Hills will continue to update, through its program with the Design Divisions of the Los Angeles County Engineer's office, the "Major Drainage Control System" for the City of Rolling Hills under the Water and

Waste Management Program of the County of Los Angeles

The City has prepared deficiency reports for the three Flood Control Bond Issues which have been passed in 1958, 1964, and 1970. All the drainage facilities approved under these bond issues have been constructed with the exception of 1970, and installation is scheduled for October 1973 for these lines.

As in the past the City will update its drainage data on a continuing basis.

Various civic organizations contribute to the preservation of flora and fauna of Rolling Hills. The City's low density further promotes the preservation of the existing natural balance.

OPEN SPACE ELEMENT

The City of Rolling Hills is a community of rural and semi-rural land preserved in a region otherwise intensively devoted to high intensity uses. The City's prominent location on the San Gabriel Valley provides the preponderance of the City's large lots, with their extensive green space, an important factor as a green belt backdrop to the entire southwest region of Los Angeles County.

The City has as natural resources land, agricultural land, recreational land, and wildlife habitat land, as described in Section 5560, Article 10.5, Chapter 3 of the Government Code of the State of California. The City will, however, accomplish what it can to the preservation of open space beyond the limitations set forth by

1. Encouraging ownership for riding and hiking trails for all lands created within the City. The use of these areas as wildlife habitats and growth areas for natural vegetation should be maintained.
2. Maintenance of a density of not more than one unit per acre throughout the City, not allowing buildings to be constructed in groups.

OPEN SPACE ELEMENT

The City of Rolling Hills is a community of rural and suburban sized properties in a region otherwise increasingly devoted to high intensity uses. The City's prominent location on the Palos Verdes Peninsula makes the maintenance of the City's large lots, with their extensive green areas, an important factor as a green belt backdrop to the entire southwest region of Los Angeles County.

The City has no natural resource land, agricultural land, recreational land, scenic land, watershed land, or wildlife habitat land as described in Section 65560, Article 10.5, Chapter 3 of the Government Code of the State of California. The City will, however, accomplish what it can in the preservation of open space beyond the definitions set forth by:

1. Requiring easements for riding and hiking trails for all lots created within the City. The use of these areas as wildlife habitats and growth areas for natural vegetation should be emphasized.
2. Maintenance of a density of not more than one unit per acre throughout the City, not allowing buildings to be constructed in canyons.

3. Preservation of natural vistas by:

- (a) not permitting structures in excess of one story in height and encouragement of building to the natural terrain to minimize unnatural grading.
- (b) selection of trees which allow views to be maintained and implementation of a view obstruction policy for existing landscaping.

UNDERGROUND UTILITIES

The City will continue with its program of requiring underground utilities through the Subdivision Ordinance and through the Electrical Code requiring all new construction to have utilities placed underground.

It will continue, also, its participation with the Utility Companies, the undergrounding of lines which meet the requirements as established by the legislature under Rule 20A, Underground Utilities Conversion Program.

RECREATION ELEMENT

The original site for the proposed development is located on the east side of the road, adjacent to the existing parking area. The site is approximately 1.5 acres in size and is currently undeveloped. The proposed development would consist of a new building, approximately 10,000 square feet in size, and a new parking area, approximately 50 spaces. The building would be used for office space and the parking area would be used for parking for the building. The proposed development would be a significant addition to the area and would provide much needed office space and parking.

Recreation Facilities and Amenities

Recreation Facilities and Amenities

This is a 1.5-acre site located on the east side of the road, adjacent to the existing parking area. The site is approximately 1.5 acres in size and is currently undeveloped. The proposed development would consist of a new building, approximately 10,000 square feet in size, and a new parking area, approximately 50 spaces. The building would be used for office space and the parking area would be used for parking for the building. The proposed development would be a significant addition to the area and would provide much needed office space and parking.

Recreation Facilities and Amenities

There are approximately 10,000 square feet of parking, gravel, and other amenities. The site is located on the east side of the road, adjacent to the existing parking area. The proposed development would consist of a new building, approximately 10,000 square feet in size, and a new parking area, approximately 50 spaces. The building would be used for office space and the parking area would be used for parking for the building. The proposed development would be a significant addition to the area and would provide much needed office space and parking.

RECREATION ELEMENT

The original and continuing concept of the Rolling Hills area as established through deed restrictions, was to provide easements around all properties that could be used for trails for horseback riding and hiking. In addition, the low density character of the City keeps the deep canyons and hillsides open as a natural beauty setting for passive recreation.

Recreation Facilities Available:

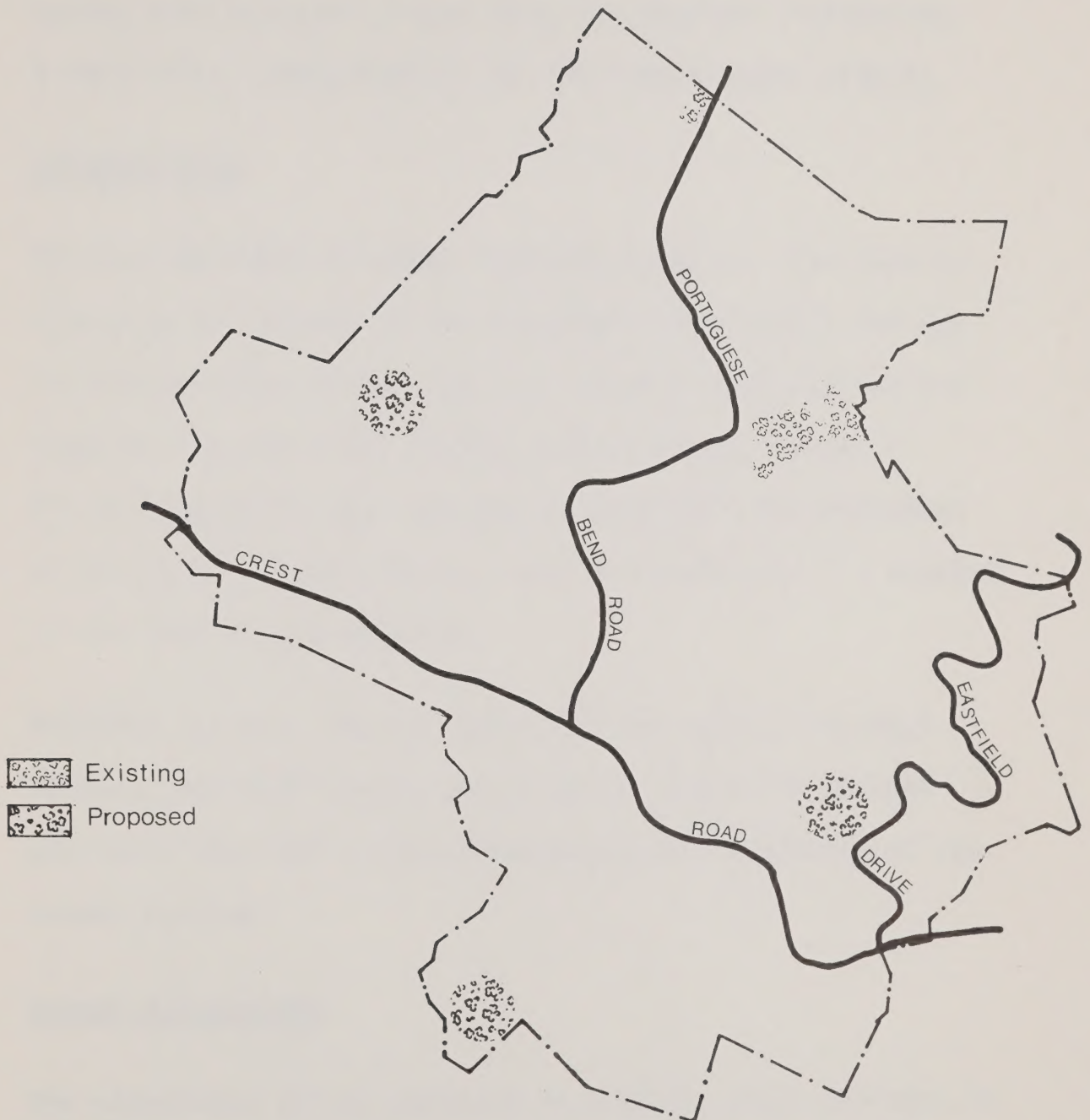
Caballeros Riding Ring at the "Gap"

This is a city owned fourteen acre parcel of land with a 230' x 120' riding ring, bleachers and horse tying rails. A small picnic ground is adjacent to the ring area. The additional acreage has been left in a natural, wooded state.

Riding and Hiking Trails

There are approximately twenty miles of private, graded, maintained bridle and hiking trails available to the community. An active program for planting additional trees and shrubs in and along canyon trails has been initiated.

RECREATION MAP



Tennis Courts

The City has one unlighted tennis court and two new lighted courts with a grassy lounge area for players' relaxation. A small tots' playground is in the tennis court complex.

Swimming Pool

The City operates a summer swimming program. The olympic-size pool is located at the Miraleste High School and was constructed from funds raised by private subscription and funding from the Palos Verdes Unified School District.

The Rolling Hills pool program is available for residents of the City, school district and San Pedro area (a portion of the City of Los Angeles).

Swimming lessons, diving, water ballet, mother and baby lessons, and life saving are offered. Fees are charged and cover the cost of the maintenance and operation of the summer program.

School Playgrounds

The elementary school facility in Rolling Hills provides an area for games which require a hard surface, and also provides

a large grass play area used for soccer practice and other youth activities.

Through the Palos Verdes Unified School District's Civic Center Program, arrangements can be made to utilize the cafetorium for activities for several hundred people.

Private Recreational Facilities

The recreational function is partially met in Rolling Hills by the City's large minimum lot size and extensive trail system. The City will continue its existing policies and requirements as provided in the City Zoning and Subdivision Ordinances.

Local Recreational Facilities

Parks, playgrounds and similar recreational facilities are necessary to provide neighborhood identity and community cohesion, as well as to fulfill their primary function of providing areas for recreational outlet.

The City of Rolling Hills has an active program of park acquisition. At present this park program is directed towards two areas of recreational interest, tennis and

equestrian pursuits. In order to continue and improve the level of recreational services now available to its citizens, the City will provide new recreational facilities in developing areas of the City. Because of existing population and park patterns, this need will be apparent in the southerly and westerly portions of the City as additional development occurs. The proposed park system is designed to meet the projected City-wide need by designating the general or neighborhood locations of projected park sites.

PARK AREA STANDARDS

The City of Rolling Hills is committed to the recreational pursuits which require large sites, therefore, a standard of one (1) acre per 100 population has been established as a community goal.

Based on a theoretical population of 3,900, thirty-nine (39) acres of park and recreation lands will be required at saturation population.

Regional Parks

The Palos Verdes-San Pedro Hills area serves the entire

South Bay-Long Beach Community as a rural reserve. It is natural that regional recreational facilities be centered in this area. It is appropriate that the City support and assist other local jurisdictions in the establishment of such facilities.

Botanic Gardens

The South Coast Botanic Garden, an eighty seven (87) acre Los Angeles County facility, is one-quarter mile from the main entrance to Rolling Hills.

This beautiful development provides garden tours, classes on a variety of garden needs, and has become a bird sanctuary. As a Life Member in the Botanic Garden, Rolling Hills will continue to support its expansion.

Golf Courses

Rolling Hills is served by the Los Verdes Golf Course, a Los Angeles County facility which includes an eighteen (18) hole golf course, putting green, driving range, pro-shop, and a large club house dining facility.

There are two eighteen (18) hole golf courses, the Rolling Hills Golf and Country Club and the Palos Verdes Country Club within close proximity to the City of Rolling Hills.

SEISMIC ELEMENT

SEISMIC ELEMENT

The City of Rolling Hills is dotted with numerous landslide areas. Its creation as an area of marine terraces lifted from the sea has in many areas resulted in unstable and unsupported land. This lack of stability has been intensified by gullying, wave action and acts of man.

To insure safety, the City will continue its policy of requiring soils and geologic reports for divisions of land in areas of unknown quality. The policy of requiring soils and geologic reports for construction of new residences, residence additions, swimming pools and accessory buildings will also continue.

The Cabrillo Fault

The only major earthquake fault within the City limits is not historically active.

NOISE ELEMENT

INSTITUTE OF GOVERNMENTAL

STUDIES

MAY 13 1977

UNIVERSITY OF CALIFORNIA

INTRODUCTION

Authority for Noise Element

The Government Code of the State of California requires that each city prepare and adopt a noise element of the city's general plan. Section 65302 (g) of the Code reads as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

1. Highways and freeways,
2. Ground rapid transit systems,
3. Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the

time duration per event and the total number of events per 24-hour period.

These noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational area, the contours shall be continued down to 45 dB(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan."

"The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information which was used in the development of such levels."

The City of Rolling Hills has prepared a noise element which takes into consideration the unique characteristics of the city as well as the characteristics of the geographical area in which the city is located.

Noise Policies

It is the policy of the City of Rolling Hills to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels, noises are detrimental to the health and welfare of the citizenry. Therefore, in the interests of its residents, the City must keep such noise to a minimum.

Ordinance No. 85 of the City of Rolling Hills addresses itself to such noise. It calls out the proper maintenance of muffler and exhaust systems on motorcycles and motor driven cycles. It also disallows operation of motor vehicles on the private property of others within 600 feet of residential buildings.

Ordinance No. 91 of the City of Rolling Hills discusses noisy animals and fowl, which by any frequent repetitive or continuous sound or cry will not be allowed to disturb the peace and comfort of any neighborhood.

Noise Restrictions and Limitations

The City of Rolling Hills has greater control over its internal environment than do most cities. This is because the roads within the city are all private roads, and access to the city is strictly controlled. Therefore, the city may regulate the use of these roads. Entry to the city is through manned gates and no thoroughfares pass through the city. Truck traffic is limited to maintenance, emergency vehicles and construction equipment. Noise generated by traffic is minimal, by comparison to other communities.

Maximum Noise Levels

The City of Rolling Hills is zoned single family residentially with minimum parcel sizes of one and two acres per residence. This allows for the buffering of homes from each other and from the roads which is

beneficial from a noise standpoint. The small area of commercial-limited zone is at the entrance to the city from Palos Verdes Drive North and consists of city operated uses of administrative and recreational nature. There does not exist within the city any use of an industrial or commercial nature. The highest ambient noise level reading was obtained outside the city offices and this is attributable to the proximity of the test point to Palos Verdes Drive North.

There are no hospitals, rest homes or long term medical or mental care facilities within the city. The only areas specifically designated for outdoor recreation are the riding facilities and tennis courts. The trails are not affected by any noise greater than the nearest private roadway generates.

The loud talking among the tennis players creates as much noise as is in the background, and as such, is a compatible part of playing the game.

Fixed Point Noise Sources

The City's exclusive residential nature has eliminated the problem of fixed noise sources within the city.

Neighborhood Noises

It has been found that the prime sources of noise in most residential neighborhoods within the city are sounds made by birds and wind rustling leaves. Also, an occasional private plane flying overhead is audible. In general, there appears to be no normal or regularly occurring noises within the city that could be detrimental to any resident's health or welfare.

Measured noise levels ranged from 43 to 55 decibels in residential areas. These levels are considered acceptable for residential areas.

Relationships with Other Elements of the General Plan

The noise element is related closely to the circulation, land use and housing elements of the general plan which have already been adopted by Rolling Hills. The strict control over vehicular and fixed point noise generation through traffic and zoning ordinances is compatible with the city's intentions of remaining a ranch style residential community which offers outdoor recreational opportunities through a system of riding trails and green areas and a policy of one acre or larger homesites.

Relationships with Other Agencies

Regarding the possibility of a major transportation facility being erected near the City of Rolling Hills, the law requires the state, local or private agency responsible to provide present and projected noise levels.

Environmental Impact

It is doubtful, considering present zoning regulations, that any project could be reasonably proposed within the city, which for reasons of noise generation might require an environmental impact report. The City of Rolling Hills has an active Environmental Quality Board to screen any such requests.

Implementation

The unique control over vehicular traffic, which the city enjoys because of its private network of roadways, affords the city the opportunity of controlling traffic noise through ordinances. An awareness of technological advances pertaining to the automotive industry could prove helpful in maintaining minimum roadway noise.

Conclusions

The City of Rolling Hills is a very quiet community.

The continued policies of the city, as expressed in its general plan, will ensure that the absence of excessive noise will remain one of the city's desirable qualities.

MAP REFERENCES

Residential Noise Levels

Six points of the city were selected, and the ambient noise level was recorded between 11 a.m. and noon on June 9, 1974. The first five are residential points near the roadway while the last point is near the northerly entrance to the city for comparative purposes.

ROLLING HILLS AMBIENT NOISE LEVELS

All readings taken between 11:15 a.m. and 12:15 p.m. June 19, 1974.

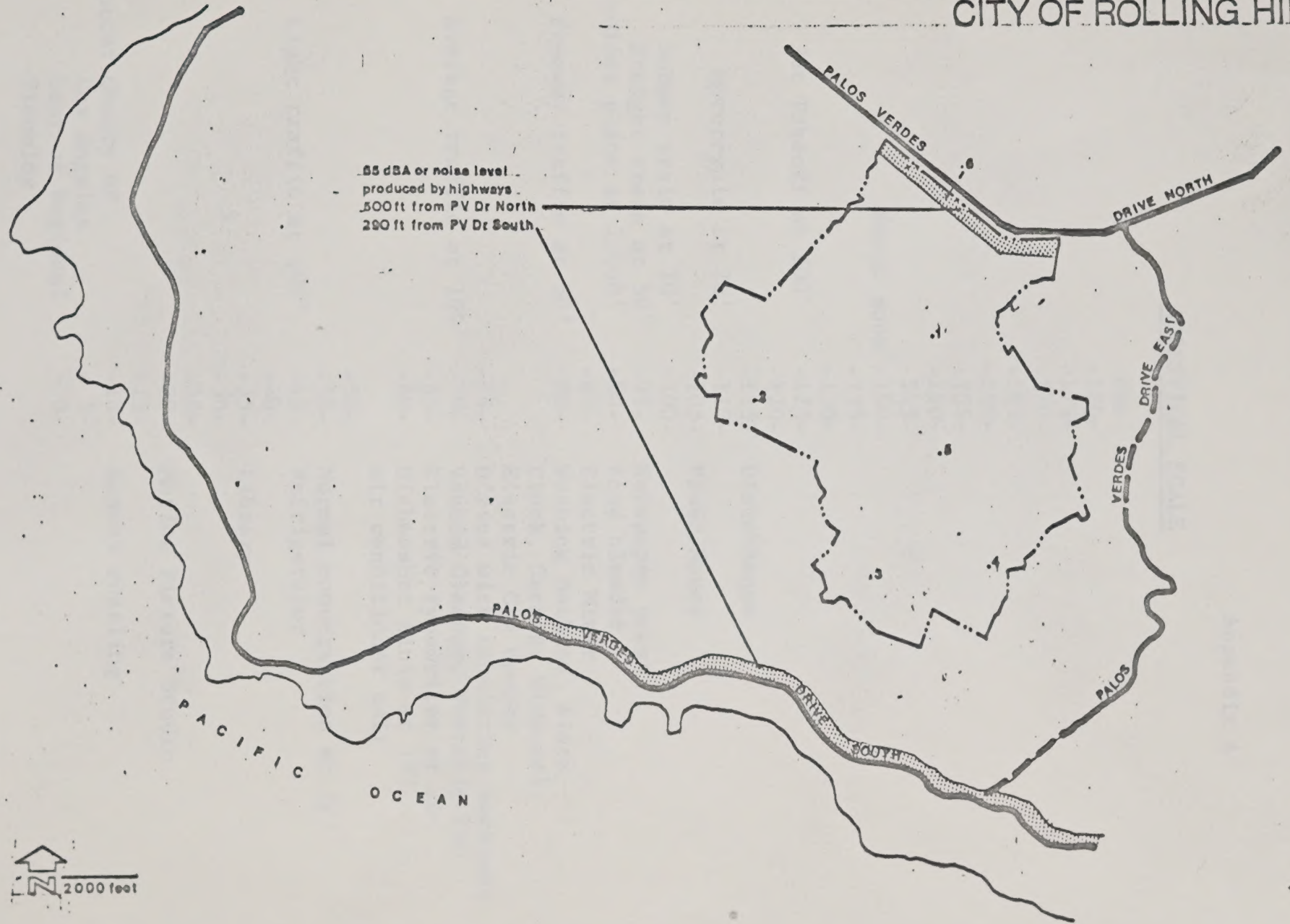
<u>Point #</u>	<u>Reading</u>	<u>Most Obvious Noise</u>
1	50	Birds
2	48	Birds and construction within 200 feet
3	55	Birds and airplane circling overhead
4	45	Birds and someone sweeping leaves
5	43	Wind rustling trees
6	57	Constantly up to 70 on scale due to traffic flow

Highway Noise Levels

The only highways that create an ambient noise level of 65 dBA near the city limits are Palos Verdes Drive North and East. The maximum approximate daily traffic flow average of 25,000 vehicles and 5% trucks gives it a noise generation of about 65 dBA at 500 feet during peak hour traffic.

Palos Verdes Drive South has a contour corresponding to 290 feet at 65 dBA considering its 10,000 average daily traffic count and 5% trucks. The highway does not, therefore, affect Rolling Hills in terms of noise generation.

NOISE ELEMENT CITY OF ROLLING HILLS



Appendix A

ACOUSTICAL SCALE

	dB	
	-180-	
	-175-	
	-170-	
	-165-	
	-160-	
	-155-	
	-150-	
	-145-	
Sonic Boom	-140-	
	-135-	
	-130-	
Jet Takeoff at 200'	-125-	
	-120-	
Motorcycle at 20'	-115-	Discotheque
	-110-	
	-105-	Power Mower
Subway train at 20'	-100-	
Freight train at 50'	-95-	Newspaper press
Propeller plane at 1,000'	-90-	Food blender
	-85-	Electric Mixer
Freeway traffic at 50'	-80-	Washing Machine; Alarm Clock, Garbage Disposal, Electric Can Opener
	-75-	Office with tabulating machines
Average traffic at 100'	-70-	Vacuum Cleaner, Portable Fan
	-65-	Electric Typewriter at 10'
	-60-	Dishwasher rinse at 10', air conditioner unit
	-55-	
	-50-	Normal conversation at 12'
Light traffic at 100'	-45-	Refrigerator
	-40-	
	-35-	Library
	-30-	
	-25-	
	-20-	Motion Picture Studio
	-15-	
Source: County of	-10-	Leaves rustling
Los Angeles	- 5-	
Dept of Regional	- 0-	
Planning		

Authority

The State of California Government Code Section 45040(h) requires a Scenic Highway Element of all counties and general law cities.

"The plan shall include a scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 200) of Chapter 2 of Division 1 of the

Section 2 SCENIC HIGHWAY ELEMENT 45040

Scope

The General Plan Guidelines of the California Council on Intergovernmental Relations provide General Plan Guidelines gives the following direction in the development of a scenic highway element:

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Rolling Hills

Authority

The State of California Government Code Section 65302(h) requires a Scenic Highways Element of all counties and general law cities:

"The plan shall include a scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

Scope

The General Plan Guidelines of the California Council on Intergovernmental Relations booklet General Plan Guidelines gives the following direction in the development of a Scenic Highway Element:

This element provides for the local planning for official and unofficial scenic highways. Official scenic highways are so designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the local jurisdiction. Highways eligible

for such designations are listed in the Streets and Highways Code, Section 263. Official County Scenic Highways are also designated by the State Scenic Highway Advisory Committee upon application from the local jurisdiction.

Standards for official designation of scenic highway rest on the analysis, planning and protection of the scenic corridor through which the highway traverses. The Department of Transportation has prepared a guide on official scenic highway designation which is available at their local district offices.

The scenic highways element is the initial step leading toward the official designation as a scenic highway.

As such, the element provides the basis for the preparation of specific scenic corridor plans. The element is not a scenic highway corridor study, but rather provides the basis for scenic corridor studies by the Department of Transportation or by

the local jurisdiction. For cities and counties in which a scenic corridor study has been completed, the element may be a more specific plan or set of policies to protect and enhance the scenic corridor.

Although the emphasis of the scenic highway element is on the designation of state highway routes as "scenic" routes, this does not preclude local agencies from developing and adopting local scenic routes, for example:

- A. Identification and evaluation of scenic corridors in the planning area, consideration of special features such as entryways, river or bay front highways, park drives, and similar important natural or landscaped and beautified arterials. Inclusion of a bikeway system with the scenic highway corridor may be considered.
- B. Statement of policy with diagram-map indicating the community's scenic highway system and the routes therein.
- C. Guide to implementation measures.

Scenic Resources

The City of Rolling Hills is located along the crest of the San Pedro Hills on Southern California's Palos Verdes Peninsula. This location affords sweeping views of not only the coastline and Channel Islands, but the balance of the Los Angeles basin to the San Gabriel Mountains.

Since its inception in 1936 the Rolling Hills Community has endeavored to preserve its character as a low density, rural residential area capitalizing on its setting and view potential.

The City acts as a rural reserve in the largely developed South Bay-Long Beach area through a combination of fine location and community resolve. In this capacity the City is an important part of the corridor plan for the scenic route of Palos Verdes Drive as it encircles the Palos Verdes Peninsula through its various jurisdictions.

Lack of Roadways

There are no dedicated streets or other roadways within the City of Rolling Hills and access to the City's

narrow steep rural roadways is strictly controlled. The City's northern and eastern boundaries parallel Palos Verdes Drive North and for a much shorter distance Palos Verdes Drive East, where these highways pass through neighboring cities.

Priorities

The County-wide Scenic Highway System, dated July 17, 1974, designates Palos Verdes Drive North and Palos Verdes Drive East as proposed "Second Priority Scenic Highway Routes". These roadways currently serve the Peninsula community as scenic drives and the preservation of this scenic character is an important consideration for all affected jurisdictions.

Palos Verdes Drive South and Palos Verdes Drive West are considered "First Priority Scenic Highway Routes" as a part of a scenic highway route that follows the Los Angeles County coastline in its entirety. The City of Rolling Hills is not immediately adjacent to these roadways. However, consideration of the visual impact of development, other than low density residential, should be an important part of land use decisions by the City in areas visible from this route.

City Property

The Rolling Hills Community exerts direct control over Community-owned properties adjacent to potential scenic highways. The Community is continuing its rigid architectural controls and is providing for the judicious use of screen planting between scenic highway routes and nonharmonious uses.

Land Use

The City land use restrictions limiting development to single story, single family residences on one and two acre minimum lots complements the area wide scenic highway program. The Rolling Hills Zoning Ordinance does not permit outdoor advertising of any kind.

IMPLEMENTATION

Scenic Corridor Concept

The California Council on Intergovernmental Relations "General Plan Guidelines" defines scenic corridor as "The visible land area outside the highway right-of-way and generally described as the view from the road."

The community's existing controls and restrictions act to provide a scenic corridor which parallel the designated scenic highways in adjoining communities.

General Plan Conformance

The principle concept of the Rolling Hills General Plan is preserving the low density rural estate quality of the City and is specifically set forth in the land use and open space elements.

Conclusion

The City of Rolling Hills has no dedicated highways, streets or other roadways within its boundaries.

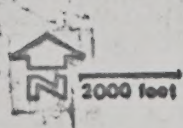
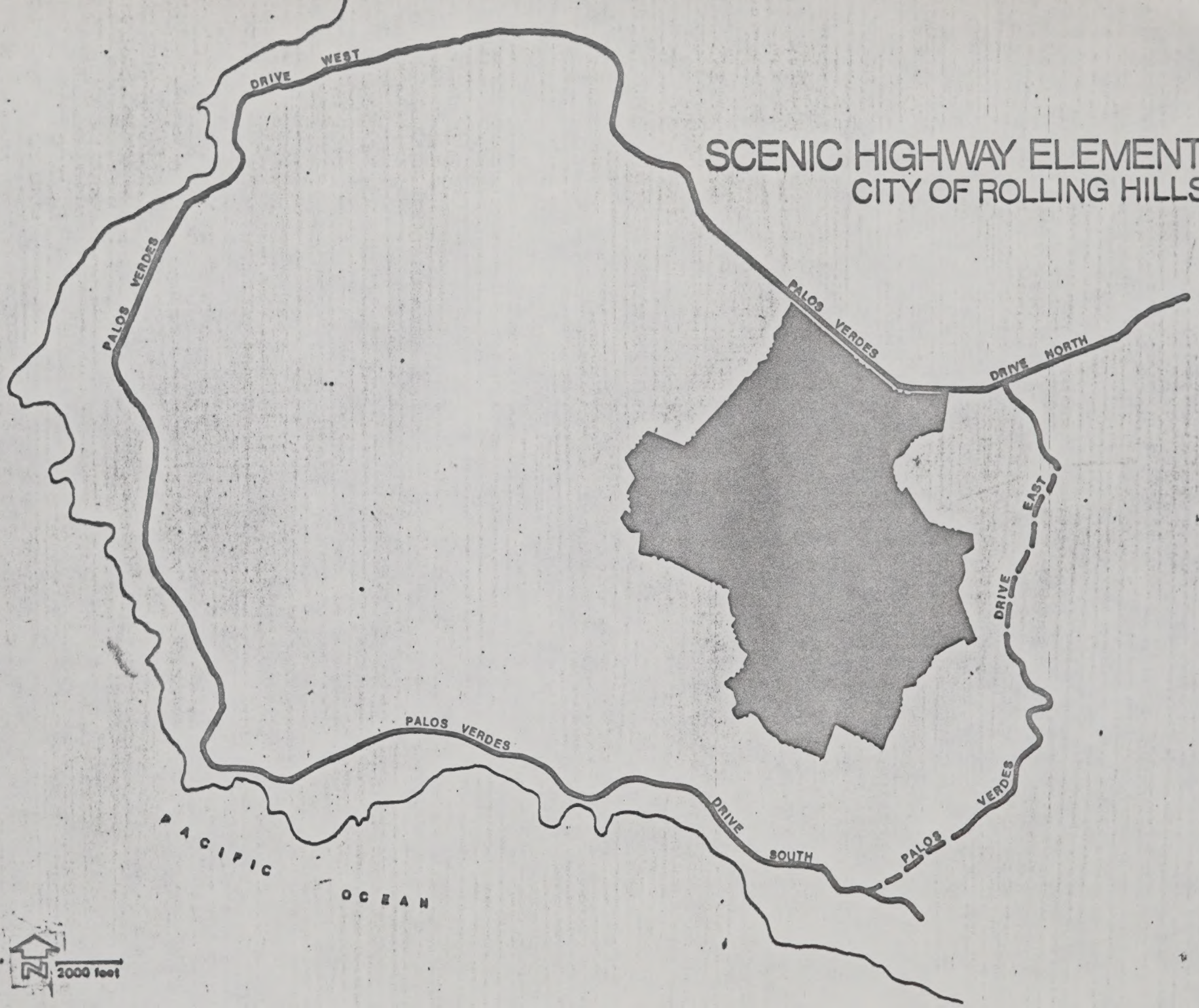
The City by its nature as a rural estate community of single story homes on lots of one acre or more lends itself to the preservation of the qualities necessary for scenic corridors which complement the roadways in neighboring jurisdictions designated as scenic highways in the Los Angeles County General Plan Scenic Highway Element.

Scenic Highway Element Statement of Policies and Goals

1. Work with neighboring jurisdictions to preserve and upgrade the Palos Verdes Scenic Corridor.

2. Limit density throughout the community
3. Control grading in areas where the resultant manufactures slopes will be visible from existing or proposed scenic highways.
4. Prohibit development inducing public projects including highways in the City.
5. Continue the single story height limit of buildings, and exercise influence on location and maintenance of landscaping.
6. Remove visual blight along scenic highways.
7. Protect and enhance esthetic resources visually adjacent to designated scenic highways.

SCENIC HIGHWAY ELEMENT CITY OF ROLLING HILLS



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